AFFAIRS OF THE RAILWAYS

New West-Bound Rates from Indianapolis That Largely Favor Shippers.

Annual Report of the Wabash-Effort to Check Abuses of Excursion Rates on the Certificate Plan-Miscellaneous Notes.

Chairman Blanchard, of the Central Traffic Association, has notified Chairman Midgley, of the Western Freight Association, of the reduction which is to be made on west-bound rates through the adoption of the Western rather than the official classification, and making the west-bound rates from Indianapolis on the same basis as from Chicago. In turn, Chairman Midgley, in a circular to the members of his association, states that a combination of the proportional tariff above quoted with the rates from Mississippi-river points to Missouri-river points would make through rates from Indianapolis to Missouri-river points the following arbitraries above the tariff from Chicago to Missouri-river points: First and second class, 5 cents; third and fourth class, 3 cents, and all other classes 2 cents. He wishes it to be distinctly understood that the local rates of the Western Freight Association from Mississippi-river points are to be strictly maintained on bus-iness from Indianapolis and vicinity des-tined to Missouri-river points, and no por-tion thereof is to be divided with or surrendered to any line operating east of the Mississippi river. Those arbitraries are: First-class, 55 cents; second, 40; third, 32; fourth 25; fifth, 20; A, 224; B, 174; C. 15; D, 1249, and E. 11 cents.

Lines east of the Mississippi river, Mr. Midgley says, have the unquestioned right to say what proportional rates above the arbitraries just quoted shall be used in arriving at through rates from Indianapolis to Missouri-river points, provided such through rates are not less than the established tariff from Chicago to Missouririver points; but in thus making rates to govern on business from Indianapolis and vicinity destined to Missouri-river points, lines east of the Mississippi, whether operating via St. Louis, Alton, Hannibal, or any other Mississippi-river crossing, must be restricted for compensation to the propor-tional tariff established east of the Mississippi river. While the general freight agents of the Western lines out of Indianapolis deserve commendation for this favorable action to the shippers of Indianapolis, J. D. Riddell, chairman of the Indian apolis Freight Boreau, deserves much of the credit. His work since he took the position has been largely directed to bringing about the above result.

Annual Report of the Wabash. President Ashley, of the Wabash system of railways, has published his annual report for the year ending June 30, 1891. The most interesting points in the report are given below. The earnings were \$13,028,-287, which was \$324,584 less than for the previous year. The net carnings were \$3,-463,064, a falling off of \$187,483. After paying all the fixed charges and interest on the debenture A bonds there was a little surplus of \$36,290. There was an increase both in taxes and interest. With a tonnage of 15 per cent. less, although carried at an average rate 15 per cent, higher, the profit, owing to the smaller volume, was only a trifle greater per ton-barely 1 per cent. The passenger traffic makes a better showing. There was an increase of nearly per cent. in the volume about 2 per cent. in the income, and that with a slight reduction in the expenses. The reduced rates lasted through the first eight months of the fiscal year. While the freight earnings fell off only 2 per cent., the movement of cars | circulation in Eastern States, daily was 134 per cent. less. The number of passengers increased, and that with a little higher rate-the average of all being over 2 cents a mile. The passenger train mileage has increased, and with it the profit, which was per passenger mile 50 per cent greater than for the three previous years. The showing in this respect is striking. The total number of passengers carried was the largest in the history of the company, but the passenger mileage has twice been exceeded (in years of rate-

The passenger-train mileage is the largest, and the earnings per mile have been almost stationary, and yet expenses have been reduced to the lowest point eyer known. The average number of paying passengers per car never was so small, nor was the average of paying passengers to a train so little (only thirty-three), and yet the net earnings per passenger mile have not been so large in eight years, nor have the train earnings per mile been as great, with one exception, in as long a period. The Wabash is largely dependent upon corn, which pays a low rate, it is true, and the tonnage last year was only less than half what it was the year before, but the soft-coal tonnage is 50 per cent. greater, and last year counted for a quarter of all the tonnage, and the country tributary is so full of coal that the company pays only \$1.20 a ton for coal put on the tender. After corn live stock is the most important item and then wheat, but after that there is no freight that gives 3 per cent. of the total

Plan to Check an Alleged Abuse. The officers of the lines in the Western Passenger Association have agreed upon a plan designed to check the abuse of the privileges of excursion rates on the certificate plan, by which the roads will be able to tell just how many people attend any event for which such reduced rates are granted. It has been a rule of the association that no reduction in rates shall be made for gatherings at which the attendance of delegates numbers less that a hundred. This rule has not always been observed, and to better enforce it the auditors have prepared a blank on which returns will be made by each road of the actual number of persons carried by it under the arrangement for reduced rates. By this means the roads will know whether the delegates are entitled to return for onethird the regular fare or not.

Personal, Local and General Notes. J. J. Turner, superintendent of the Pitts-burg division of the Pennsylvania lines west, is in the city.

The Evansville & Terre Haute directors have declared a quarterly dividend of 2 per

cent., payable Oct. 29. John King, president, E. B. Thomas, vicepresident, and other high officials of the Erie are in the West this week looking

matters over. The Indianapolis, Decatur & Western yesterday brought in two car-loads of new corn for Rush & Co., the first received in this market this season

The Vandalia has contracted for ten more electric headlights, When these are re-ceived twenty of their engines will be equipped with electric headlights.

The Louisville, New Albany & Chicago road earned in the second week of October \$64,244; increase over 1890, \$3,303. The in-

crease for the year reaches \$182,726. J. J. Anderson, for ten years past ticket agent of the Lake Erie & Western at Frement, O., has resigned to accept a simi-lar position with the Lake Shore road.

The Western lines have decided to resist the order of the board of rulings forbidding them paying commissions on business between Chicago and Missouri-river points. The report of General Manager Ramsey. of the Cincinnati, Wabash & Michigan, shows gross earnings in August of \$82,775.16; operating expenses, \$55,999.95; net earnings,

W. C. Katzenback took charge on Monday, as traveling passenger agent for the Mackey lines, his work to be principally in the interest of the Louisville, Evansville

& St. Louis line. The officers of the Erie lines are formulating a new set of rules for the government of employes while on or off duty. which will be much more strict as regards

the use of intoxicants. A mail train on the Baltimore & Ohio on Monday last made the run from Cumberland to Pittsburg, 150 miles, in three hours | The ball promises to be a great success. and fifteen minutes, which is a great run

for a mountain division of any road. The trustees of Elizabethtown, Ky., have med the Chesapeake, Ohio & Southwestern 25 cent Railroad Company and the Newport News Syrup."

pany's shops from that town. The town, in 1868, gave \$75,000 toward the construction of the road, upon the condition that the shops should be permanently located there. The shops were removed to Paducah about five years ago.

reduced rates to Florida points and the Everglades for the winter tourist travel.

The rates take effect Nov. 1, and fast time | Testimony in the Insurance Case Finished and 18 advertised. Talk concerning a proposed extension of the Baltimore & Ohio road from Beardstown, Ill., to and beyond the Mississippi river, has been revived, and it is now as-

serted that the extension will be built at an early date. James Barker, general passenger agent of the Louisville, New Albany & Chicago road, was in the city yesterday. He states that the passenger earnings of the Monon this year will be fully 30 per cent in ex-

cess of those of 1890. A railroad branch of the Young Men's Christian Association was organized on Tuesday evening at Logansport, starting off with nearly three hundred members. The Pennsylvania Company's first gift to the enterprise was \$50.

contracted with the Michigan Car Company, of Detroit, for seven hundred cars, 150 of which are box cars, the others gopdolas. All are to be equipped with the Jenney coupler and automatic air-brakes. The new Center Point branch of the Terre Haute & Indianapolis road passes through Hoosierville, Asherville, Seeley-

The Pennsylvania Company this week

ville to Center Point. Depots are to be built and agencies established. Connection with the T., H. & I. 18 made at Knights-M. M. Landis, general western agent of the Nickel-plate fast-freight line, who, for several weeks, has been confined at home with illness of a rheumatic character, is so

much better that he was at his office yes-

terday for a short time and hopes to hereafter be there daily. The railroad men in and about Pittsburg are to form an association for the purpose of influencing legislation in their favor. A permanent organization is to be made on Sunday next, with the expectation that at other railroad points in Pennsylvania a similar move will be made.

The Big Four lines, in the second week of October, earned \$267,655.13; decrease as compared with the corresponding week of 1890, \$13,921.90. The comparisons of the first and second weeks of October this year are against the weeks in which the Big Four did the largest business since the consolidation was effected.

M. S. Conners, superintendent of the Chi cago & Eastern Illinois, it is stated, has been offered the superintendency of the Peoria & Pekin road. The few months he held the position the business of this important connecting link was handled more satisfactorily to the eight roads interested than at any time in years.

The Louisville, Evansville & St. Louis road, the second week in October, shows an increase of earnings of \$367; the Peoria, Decatur & Evansville an increase of \$298. Both are Mackey lines. The former shows an increase since Jan. 1 of \$204.160, and the fire, you thought the fixtures were in-P., D. & E. an increase of \$73,537 over the corresponding period of 1890.

The Freight Claim-agents' Association of the West, in session at St. Louis, have elected the following officers for the ensuing year: President, A. T. Drew; vice-president, R. A. Richards; arbitration com-mittee, C. S. Tewksbury, W. H. Hancock and C. J. Sutton; the remaining members of the committee, holding over for another year. W. J. Evans was re-elected secretary and treasurer.

A large party of representative citizens of Nebraska are visiting the principal towns and cities in this State and Illinois with an exhibit of the farm products of that State. The train they travel in consists of three exhibition cars, one Pullman car and a baggage car. The intention in running the train is to simply show Nebraska's capacity for production of fruits, venetables and grain, and its raw material for manufactures, and to refute the starvation stories which have gained

The Vandalia people have been com-plaining somewhat that Train 21, westbound, is turned over to them late so frequently from a half hour to two hours late, necessitating the Vandalia running the train from here to St. Louis at a higher speed than the schedule, which is fast enough for any road, or else miss Western connections at St. Louis. This led to an investigation of the matter, and it was found the fault laid east of Pittsburg, and General Manager Wood, of the lines west or Pittsburg, will see that this difficulty is

An Eastern paper speaks as follows of F. H. Kingsbury, who began his railroad carreer in a line office in Indianapolis: "Foreign Freight Agent Francis Homer Kingsbury, of the Pennsylvania railroad, is one of the keenest, most wide-awake men in the railway service. He was born in Newton. Mass., April 23, 1837, and got his first railroad experience as a freight clerk for the Star Union fast-freight line from February, 1863, to March, 1869. From 1869 to 1874 he was superintendent of the Union line, in 1874 going as assistant superintendent to the Pittsburg. Cincinnati & St. Louis. Until 1886 Mr. Kingsbury served for short periods with these lines: Chartiers, Pittsburg & Kentucky. Cincinnati & Muskingum Valley, Little Miama, Indianapolis & Vincennes, Chicago, St. Louis & Pittsburg. In July of 1886 he took service with the Pennsylvania as through-freight agent. and he has remained with that line ever since. He has a great many friends and less than his share of enemies."

PERSONAL AND SOCIETY

Mr. Henry L. Wilson, of Spekane, Wash., is the guest of Mr. J. H. Vajen's family. Mrs. R. B. F. Peirce will go to New York Monday to visit friends for a short time. Miss Lizzie Claypool has gone to Chicago to visit her sister, Mrs. Thomas H.

Dr. and Mrs. Gillette, of Jacksonville, lll., who have been guests of Dr. and Mrs. G. C. liunt, returned home last night. Mrs. William J. Reid, who has been the guest of Mrs. C. B. Lockard, on North Meridian street, has returned to her home in Kansas City.

Mrs. Arthur Morse is visiting her parents, Mr. and Mrs. M. Sells, on North New Jersey street. Mr. and Mrs. Morse, who have been living in Kansas City, will remove to St. Louis to reside.

Miss Claire Shover entertained a number of friends very delightfully last evening with a musicale given in honor of Mr. Von Hollad, of New York, who is the guest of Mr. Meredith Nicholson.

The ladies of the Tabernacle Church will give a harvest home social this evening in the church pariors. The McCorkle family will have charge of the musical part of the entertainment. All friends are cordially

Mr. Robert Reid, who has made his home in this city for several years, will leave the 1st of November for Kansas City. Mr. Samuel Reid, who has been in Kansas City, will come here to take the place of Mr. John Moore, with Kingan &

Mr. and Mrs. Frank H. Carter have just returned from Louisville, Mr. Carter being a delegate to the wholesale druggists' meeting from the Interstate League of Retailers. They will start immediately for a two weeks' pleasure trip to Virginia and Mary-

WILLIAMSON-CUNNINGHAM. Special to the Indianapolis Journal. MARTINSVILLE, Ind., Oct. 22.-Mr. John

Williamson and Miss Effie Cunningham were married last night at the home of the bride's parents, in Jefferson township. Elder W. B. F. Treat, of this city, officiated. Mr. Williamson is a well-known young farmer, three miles west of this city. FRAZIER-STUBBINS.

Special to the Indianapolis Journal. MATTOON, Ill., Oct. 22.-Harry Frazier and Miss Mary Stubbins were united in marriage this evening, at the home of the bride's parents in this city.

Policemen's Ball. The committee on arrangements for the policemen's ball to be held at Tomlinson Hall, Nov. 23, met yesterday afternoon at the office of the Board of Public Safety, and appointed all necessary committees.

"Look here," said the lecturer to a boy who was disturbing him by constant coughing, "here's 25 cents to get a bottle of Dr. Bull's Cough

MR. SULLIVAN ON THE GRILL

Attorneys Fail to Extort from Him Anything of an Incriminating Nature. The Wabash passenger department has stirred up passenger circles by announcing

> the Arguments Begun-Will Go to the Jury To-Day.

The most interesting witness in the Byram-Sullivan insurance case was D. J. Sullivan. The fact that Mr. Sullivan proved such an object of interest was not so much by reason of any additional light that he shed on the subject, as that he is the central figure in this unusual case, and the andience from the time he went on the stand until he was excused was on the qui vive for some sensational development.

Mr. Sullivan was called to the stand at about 4:15 and was subjected to the crossfire of the attorneys for a half hour. He testified that the elevator was run by hydraulic pressure and that it was operated on the ratchet system. The ratchets were fastened to wood and were well greased. The fixtures, he testified, belonged to him individually and were worth \$6,500. On the Sunday of the fire he went to church at 8 o'clock in the morning and got down to the store at 9. The paper-hangers were there and he admitted them. Ol Byram came to the store about 10 o'clock and stayed until noon. Sullivan went to the postoffice shortly before 10 o'clock. He and Byram remained at the store until shortly after noon. The paper-hangers had gone when he and Byram left. In Sloan's drug store they met Hal Condit, who wanted a check cashed and Byram went with Condit to the store and cashed it. Continuing, Sullivan testified that he did not meet Budenz Sunday morning or afternoon. He ate his dinner between 1 o'clock and half past. He started for the Pugh farm about 2:15 or 2:30 and got there about 3:30. Returning he left there at 5:30 or a little later and reached home at fifteen or twenty minutes to 7. He had finished his supper when the fire came in. He remained at the fire until 10:30. He testified that he had no conversation with Captain Glazier of fire company No. 4, who testified that Sullivan said to him he was in the store an hour previous to the

POINTED QUESTIONS TO SULLIVAN. On cross-examination attorney Smith went at Sullivan on the subject of the insurance on the fixtures.

"Were the fixtures insured?" "No, sir."

"Did you not think the fixtures were insured at the time of the fire?" "I did not?"

"Did you not state to certain insurance men after the fire that, at the time of the "I did not."

The defendant's attorneys then went with the witness over the ground covered by that Sunday and Sunday evening, without tripping him up or causing him to contradict himself. When the cross-examination was completed attorney Spaan asked: "Did you set your store on fire on the night of March 19"

"Did you have any knowledge that it "No. sir."

The witness was then dismissed, and N. S. Byram was called to testify as to a proposed sale of the fixtures by Sullivan. The defense objected, the objection was sus-tained, and Sullivan was recalled for ex-amination on this point. He testified that he had negotiated for the sale of the fixtures for the reason that the money invested and the expenses were out of proportion to the business done, and he wished to get into a smaller room and reduce his help. After the fixtures matter was disposed of Sullivan was sharply questioned as to his indebtedness and his assets at the time the property went into the hands of Trustee N. S. Byram. On this subject the witness was evasive, and, judging by his replies, absolutely ignorant. His confusion and embarrassment during this part of the examination was in striking contrast to his straight-out answers upon other points.

EVIDENCE ALL IN. After Sullivan, R. L. Klum, special adjuster for the Home Insurance Company, was called. He testified that himself, H. H. Friedley, Mr. Ellison and one or two others had been appointed a committee on adjustment; that at a conference with Sullivan on Tuesday following the fire Sullivan stated that he thought the fixtures were insured at the time of the fire.

H. H. Friedley, who followed Mr. Klum, corroborated his testimony. The testimony of yesterday morning was devoid of sensational features. Two colored men employed on Pugh's stock farm testified to the presence of Sullivan at the farm on the atternoon of March 1, from 3:30 to 5:30 P. M. Marshall Pugh, a brother to Enoch Pugh, who testified Wednesday, corroborated this testimony. A half dozen other witnesses were examined without developing anything of special interest.
At 5 o'clock last evening the evidence was all in, and attorney George L. Stubbs

opened the argument for the plaintiff. He will be followed by attorneys Smith and Winter for the defense, and Mr. Spaan will close for the plaintiff. The case will probably go to the jury some time this after-

Docket Notes. special venire of thirty names was ordered yesterday by Judge Cox, on request of John Kealing, attorney for Charles French, whose trial for the murder of Marshal Dillon will begin next Monday.

Peter Boone yesterday recovered a judg-ment, in Justice Alford's court, against the Pettis Dry-goods Company for \$55. The demand was \$75 for work in the defendant's employ in excess of eight hours a day. John C. Parr yesterday gave a new bond

of \$1,000 to appear when wanted to answer an indictment of false pretenses in a fraudplent land transaction. He has been in jail for some time, through inability to find a bondsman, his first bond having been de-clared forfeited. The forfeiture, however, was yesterday set aside by the court. Parr will be taken to Hendricks county to answer an indictment there.

The Court Record. SUPERIOR COURT. Room 2-Hon, James W. Harper, Judge.

Leonia Wilhelm vs. C., C., C. & St. Louis Railroad Company; damages. On trial by Wiliam Hartman vs. Lake Erie & Western Railroad Company; damages. Verdict for plaintiff for \$50.

Room 3-Hon. Lewis C. Walker Judge. William L. Jones vs. Anna M. Jones; divorce. Decree granted defendant on her cross-complaint, and custody of child

Michael Barclay vs. Ellen Barclay; di-verce. Decree granted defendant on her cross-complaint, on ground of cruelty and drunkenness, and custody of child given Austin Black et al. vs. William H. Hart et al.; for possession and to quiet title. On trial by the court. New Swits Filed.

Lulu B. Fitchey vs. Otis F. Fitchey; divorce. Cruelty. Columbus Buggy Company vs. David C. Bryan; note. Demand, \$300. James R. Ross et al. vs. Benjamin Kersting; note. Demand, \$515. Arthur G. Fosdyke vs. Eliza Davis et al.; foreclosure of lien. Herman Sturm vs. William Henderson; damages. Demand, \$25,000.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. State ex rel. Sarah C. Haverstick vs Robert L. Haverstick; bastardy. On trial

Anna Wachstetter vs. Moses K. Fatout: damages. Demand, \$8,000. CRIMINAL COURT. Hen. Millard P. Cox. Judge.

State vs. Aaron Bowen and Henry Johnson; petit larcency. Sentenced to one year in State prison. State vs. Charles Selby and James Husley; petit larceny. Finding of guilty. Sentence reserved.

Willie Loves Her So.

Mr. Wilde: "Willie loved me so he would have me near, and could not bear to be from me." That's sweet, isn't it? But now that Willie has the fingering of the bills, Willie always wants her near him.

The Oldest Postmaster.

To the Editor of the Indianapolis Journal: An editorial in to-day's Journal states that one of the oldest postmasters in Indians, if not the oldest in point of continuous service, is the one at Azalia, Bartholomew county. I think Hamilton county can claim the belt. The postmaster at Deming, Hamilton county, was appointed as a Republican by James Buchanan, in 1857, has served continuously ever since, is still a Republican, and seventy odd years CICERO, Ind., Oct. 22.

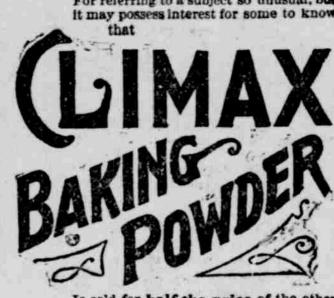
The Conductor's Snap.

Yankee Blade. Horse-car Conductor's Son - Father. driver of a horse-car doesn't make as much as the conductor, does he? Conductor (absently)-No. Charley, un-

less the conductor shares with him. "Shares what?" "Shares-er-what he finds on the floor. Now, run away and play."

PARDON US

For referring to a subject so unusual, but



Is sold for half the price of the other kinds. IS SOLD, we say-if the quality was not what it should be, of course i would not sell at all.

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Baking Powder Companies say nothing of their exorbitant prices, but talk continually of chemical analysis, &c. Let the scientists lead the scientists, but let practical women try Climax, and judge for themselves.

AT YOUR GROCER'S-

Leaves a Delicate and Lasting Odor. For sale by all Drug and Fancy Goods Dealers or if unable to procure this wonderful soap send 25c in stamps and receive a cake by return mail. JAS. S. KIRK & CO., Chicago

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CURE COLD HEAD QUICKLY.

EASY TO USE. A particle is applied into each nostril, and is agreeable. Price 50 cents at druggists; by mail, registered, 60 cents. ELY BROTHERS, 56 Warren street, New York.

Stop that CHRONIC COUGH NOW! sumptive. For Consumption, Scrofula, General Debility and Wasting Diseases,

Of Pure Cod Liver Oil and HYPOPHOSPHITES Of Lime and Soda.

It is almost as palatable as milk. Far better 'than other so-called Emulsions. A wonderful flesh producer.

Indiana State Fair Grounds for Sale

Notice is hereby given that the "Indiana State Board of Agriculture" will receive sealed bids, at their office, in the State house, for the purchase of its grounds, known as the "State-fair Grounds," containing fifty-six (56) acres, until two (2) o'clock p. m., November 10, 1881, reserving the privilege of removing all frame buildings thereon.

Such bids must specify the amount to be paid, and the terms of payment. The Board reserves the right to reject any one or all of the bids.

LEON T. BAGLEY, Secretary. LEON T. BAGLEY, Secretary.



DRUGGISTS. W. F. REYNOLDS, Manager. EMIL BEYER. HAROLD'S DRUG STORE Cer. Alabama and Washington Sts., Indianapolis, DIAMOND SPRING BED-BOTTOM.

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DIAMOND SPRING BED-BOTTOM. Special terms to dealers on application.
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REGISTERED WAREHOUSE Nos. 265, 267 and 269 SOUTH PENNSYLVANIA ST., On tracks of Pennsylvania line. Low-rate insur-Railroad Company and the Newport News Syrup."

Syrup."

Dealers and others, having to make, advised to try the Name of the company for \$200.

No remedy equals Salvation Oil for curs of bruises, cute, burns, frostbites and chilbiains.

Memphis Appeal Avalanche.

Syrup."

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ENTERPRISE HOTEL. For quiet and homelike try this. Rate \$1.50 to \$2 per day. College ave. electric cars at Union Station pass the hotel. 78 to 88 Massachusetts ave. W. H. Baker, Prop., Indianapolis, Ind.

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A. P. HERRON, Manager, Rooms 3 and 4 Grand Opera-house. MARY C. LLOYD. DENTIST Room 19 over Fietcher's Bank, opp. New York store

\$5 for FULL SET TEETH Extracted without pain at EARHART'S.

SODA AND MINERAL WATERS. M. R. STYER, Bottler of SODA AND MINERAL WATERS, GINGER ALE, Champagne Cider, etc. Portable Fountains charged on short notice. 439 West Washington street.

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S. A. Fletcher & Co. Safe Deposit JOHN S. TARKINGTON, Manager COMMISSION MERCHANTS,

J. E. BERRY & CO., Private wires to New York and Chicago. Telephone 798 for markets.

Room 16, Board of Trade. J.R. RYAN & CO. Commission Merchants, Wolcoale Dealers in Grain, Flour, Feed, Hay, etc., 62 and 64 East

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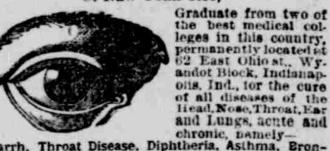
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DANCING ACADEMY. Mrs. Thomas, Dancing Academy WHEN BLOCK. Office hours 2 to 3 p. m, daily. Send for circular.

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Catarrh, Throat Disease, Diphtheria, Asthma, Bronchitis and all Lung Diseases. I offer to the people of this city and county a posi-tive cure. My immense experience for more than eighteen years in the special study and practice of those diseases, has rendered success in my hands almost a matter of certainty.

In the treatment of my patients I make use of such appliances as Inbalation Vapors, Eprays, Atomization and Electricity. I use Prof. Lee's, of Paris, treatment, also Prof. Bergon's improved treatment by Compressed Air. Prof. Lee said, at the last Medical Congress held at Paris, Aug. 3, 1891, "There is

but one treatment for the lungs, and that treatment is by Inhalation, medicated under compresse air." Improvement is seen and felt from the 0 ath aref treatment. I care not how much you are suit.

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